CHINA.

Diy Improvements at Hong Kong-The Cambling House License Law-Extraordi-bary Yet Worthless Stakes-A New "Hell"-Typheon and Its Consequences-The nited States Fleet in Port-Transfers for ome and Changes of Vessels.

Hose Kose, China, Sept. 21, 1867.

Of all the ports of China Hong Kong certainly prether. The hills of Hong Kong Island on one hand and tyon on the other make this barbor basin a sort oven in which the stranger is alternately rosated an parboiled until human nature feels pretty well placed out. Summer is now passing into autumn, and the sultriness and enervation which are associated with summer months here are passing away. We have a coady felt one or two puffs which hersid the coming if the new

To one who has not visited Hong Kor, for a few years the changes which have taken place are very marked. The barren side of Victoria Peak is overed well up with the dwellings of the citizens. The Mint, new buildings along Queen's road and the evensive hotel now build-ing are a few of the promisent changes marking im-

provements in the city.

A topic of interest, and some excitement also, for some time agitated the reopie of Hong Kong, calling forth articles "pro and con." in the Mail and Press, the Hong Kong daily papers. This was, the introduction and licensing of cambling into the city. It certainly seems of a little singular, not to say incredible, that the sople of a British colony of such importance as Hong one should feel willing to permit, in their midst, the evis and demoralization of gambling, and that of a kind common and peculiar to Chinese coolies. However, the Colonial Exchequer was poorly off and the expenses were increasing, and \$250,000 could be raised in this way, and-and-well, the end justified the means, and by a process of reasoning akin to that which made the building and equipment of the Alabama one of the peethods of non-intervention, the Governor Genral and company of Hong Kong now receive from a a million in Mexican dollars, or its equivalent, for the right to "farm out" the privilege of gambling. The stake of their lives and bodies. The Portuguese are not far behind, and at Macao has long been played a game called in Chinese yett-tec-lang-ri, and meaning, in English, one-two-three-four.

I visited one of the newly admitted and permitted

lab, one-two-three-four.

I visited one of the newly admitted and permitted gambting institutions a few evenings ago. From a narrow iane crossing Queen's road we entered one of the centracted Chinese dwellings and ascended to one of the rooms of the second story. Here were fifteen or twenty Chinamen standing in front of a long table, strongly lighted with three or four whaded lamps, and covered with smooth, finely woven, yellow matting. On the opposite side of the table were the cashler of the establishment and one or two assistants, and in front of them were shallow partitioned time or pans filled with small packages bearing Chinese marks and containing amounts of money such as the game might require to be used. At the head of the table sat another Chinaman, and in front of him were about two quarts of shining "cash," the small value Chinese coin. The game consisted in this Chinaman's taking a handful of these and placing them upon the the smooth matting, a feet or two before him. With a small stick he then pulled the coin toward him, four at a time, and the point of the game consisted in betting upon the number of coins which might be left—whether there would be one, two, three or four. If the bet was upon a single number, as one, and one remained, the better trebled the amount of money staked; if the bet was upon two numbers, as two and four, and either of these was the number of coin left, the better doubled his amount For the accommodation of such colonial residents as wished the participate in this British colonial privilege there was a dark room bverbead, and through a large square opening in the floor they could look down upon the game, and send down their losses or receive their gains by the aid of a basket and string in the hands of an expert Chinaman.

seended to 27.85, showing that the centre of the storm must have passed over or hear her. She lest two boats and her amokestack, but otherwise was not much injured, and the officers feel highly pleased with their American double-ender.

None of the men-of-war in the harbor were injured. To an American the harbor of hong Kong has for some time presented a pleasing sight; for, besides the beautiful sailing vessels like the N. B. Paimer and Samuel Russell, there have been eight Yankeo men-of-war here—the Hartford, Wachusett, Wyoming, Ashue-bei, Monucacy, Arcostook, Unadilla and Supply. To one who remembers the sneers Americans met and the low repute in which America was held here in this handful of England in 1862-3 it is peculiarly gratifying to see the change of sentiment now existing, and, by the way, it is noticeable that such moral changes frequently occur where such material displays are made as these beginnings from America predict.

the change of sentiment now existing, and, by the way, it is noticeable that such moral changes frequently occur where such material displays are made as these beginnings from America predict.

The Bartford, Wyomine, Wachusett, Ashuelot and Bupply have recently come from Shanghae, Japan and Foochow; the Monocacy from Macao, and the handsome and trim looking Arosatook and Unaddila are just out from home. A meeting of the vessels took place here, in order to make such changes and transfers as were necessary previous to the saining to the Unaddila are just out from home. A meeting of the vessels took place here, in order to make such changes and transfers as were necessary previous to the saining to the Unaddila are just out from home. A meeting of the vessels have been admired through the East, and the Hartford is the fleest man-of-war in these waters. For many days previous to railing the Wachuseit flew her homeward bound pennant, a beautiful silken streamer, two hundred and sixty feet long, presented by the Americans of Shang, her. From ner mainmast it belied over the mizzen truck and traited in the water far astern.

Admiral Bell has sent-flowe by the steamers which have gone all, or nearly all, of the volunteer officers of the United States Navy attached to the American squadron in these waters. Many of them have passed examinations and wall probably enter the regular service. A number of enlisted men. whose terms of service have expired, were sent to the homeward bound vessels. This all has occasioned much change and the American friends of the officers in the East India squadron may be giad to know of their location.

Acting Energy Thomas Masson and A. S. Hitch and Mates Charles and S. Everdean W. T. Walcott have been transferred from the Abnocacy to the Wyoming, English and Charles of Single Roberts, and Surgeon H. F. McSherry, of the Woothing buth go home, invalided, on board the latter vessel, and Lieutenant Commander S. T. Erower as executive officer, Lieutenant Commander E. T. Erower as executive offic

FARRAGUT'S FLAG.

SPECIAL CORRESPONDENCE OF THE HERALD. Cruise of the Franklin from Lisbon to Car-

CARTHAGENA, Spain, Dec. 7, 1867.

Many of your readers still watch with no little in-Admiral Farragut—along the historic shores of Europe, and there are those among them who, in spirit, accompany him in his movements with as much pleasure as if they were members de facto of the warlike world within the gallant frigate he commands. I resume my narrative from the time that all hands were headquarters of the European squadron—wherein American vessels of war generally prepare for their winter cruises along the mountain lined coast of the

classic Mediterranean. of the 20th ult, about one hour after the English iron-clad fleet, commanded by Rear Admiral Warden, had left ite anchorage in the harbor for a practice cruise along the coast. She came up with them a short dis-tance outside the bar, just as they were preparing to manœuvre in line. The United States flagship was immediately hove to, to witness the movements of this great fleet, which being perceived by Admiral Warden, he arranged his vessels in two parallel lines and prepared to pass our ship on either side as in review. The managevre was a very handsome one, and the appearance of the nine immense vessels of that powerful squadron. an almost unruffled sea, will long be stored away in the archives of memory as a scene of thrilling grandeur.

The Franklin, as usual, was very speedily prepared for such a sudden emergency, and as the Minotaur, the flagship of Admiral Warden, passed abreast, her rigging was manned, the joily tars sent three deafening cheers across the waters, and immediately afterward the sweet strains of England's national anthem floated away from our band, stationed in full force on the elevated poop. This graceful compliment was immediately responded to by the Minotaur, the rigging of her five maste being covered with smilors and her band giving us the full benefit of our own soul-stirring and enlivening melodies. A signal from the English flagship made this action general in the fleet, the same courtesies being exchanged as each vessel successively passed the Franklin, and it was only when the last of their line had passed ahead that our ship was turned upon her course and went on her way rejoicing

On the day following we were favored with a rather spirited breeze, poetically styled a "Levanter," which, though not as uproarious as the one which tossed us about so unceremoniously in the German Ocean, was still sufficiently troublesome to make the pirouette the popular movement on deck. This gale continued for three days; but, notwithstanding it was "dead ahead," we managed to pass through the Straits of Gibratiar on the 24th uit, and to anchor the same evening in the bay

below the great fortress.

The passage through the narrow straits, "where Europe and Afric on each other gaze," was certainly an intensely interesting one, and our first view of Caipe and Abyla, the famous pulsars of Hercuies, believed by our very accient forefathers to be the western boundary of the world, amply repaid us for our "trials by the great deep,"

Abyla, the famous pillars of Herches, believed by or very ancient foresthers to be the western boundary of the world, amply repaid us for our "trials by the great deep."

On the day after our arrival Admiral Farraget was visited by Mr. Spraguo. United States Consul, and by several staff efficers of Sir Richard Airey, the Governor of Gioraitar, the latter being deputed by their commander to tender the hospitalities of the port to their "distinguished visitor;" and on the following morning visits of a most agreeable and friendly nature were exchanged between the representatives of the perspective governments and many of the principal officers of the garrison. Nothing could possibly exceed the attentions of the military and naval authorities stationed at this celebrated fortress to Admiral Farragut and his officers. All seemed anxious to restore the harmony and good feeling which existed between the two governments prior to the Southern rebellion. He was accompanied on a tour of inspection of this famous stronghoid by a number of prominent officers stationed here, several of whom served with distinction in the Crimean war, and every famility was extended by them for a full and critical examination of the numerous cavers and galleries which are cut in the solid rock and thus form a sheltered communication with different parts of the garrison. He was also conducted to the various batteries studded about the hill, and shown every point of this impregnative citated, which bors a prominent part in the memorable sieze of 1782 by the combined forces of France and Spain.

On the svening of the 29th ult, the Admiral and his staff wore very handsomely entertained by the officers of the Royal Artillery regiment. Everything passed off most delightfully, the commanding officer, Colonel Maberly, heightening the seventing enginement by proposing the health of their dustinguished guest the a speech, which was not only a beautiful tribute to him personally, but also to the country he so nobly represented, concluding his remarks wi

dence of the fact that his services are known and approciated even among those whose sympathies were not with him during the long, dark night of our intestine troubles.

The occupation of this peninsula by the English is a source of great annoyance as well as national mortification to the Spaniards—so much so, indeed, that it is stated as an absolute fact that the Governor of Algedras, an unimportant little seaport on the western side of the bay, directly opposite the Rock, in his official despatches invariably signs himself "Governor of Algedras and Gibraliar, in temporary possession of the English!" That this hopeful functionary is gifted with a sanguing temporate the number say of every one who examines the numberless guns of every one who examines the number and variety of races contained within its limited hirssiction. An hour's tour through its crowded thoroughfares brings the traveller face to face with all sorts and conditions of men; every specimen of Eastern world humanity, from the fair-haired, blue-eyed Saxon, to the dusky, defiant looking Moor, and the still derker, turbaned Nobian, from "Afric's sunniest fountains." I am firmly of the opinion that if the authorities would import an American Indian and a Mormon elder, human nature, in its every guise and characteristic, would find its representative beneath the shadows of this great citade!

During his sojourn at Gibraltar, accempanied by a number of officers Admiral Farragut made a short excursion to the ancient and dilapidated town of Tangler, a seaport of Morocco, Africa. The place is inhabited principally by Moors, generally of the lower order, and their degraded appearance and the fluty condition of the narrow, tortness passages, dignified by the name of streets, through which it was our misfortune to walk, followed b

transferred from the Ashuelot, and Acting Ensign R M.
Clark from Les Monocacy, to the Wyoming. Leastenants
Commander R A. Recarry and Leastenants Goorge D. R.
Glistien and potting, the two forms to be Monocacy and
the latter so the Ashuelot. First Accessinal Engineer D.
P. McCarrey, farmerly of the Monocacy and Sargues
H. F. McSherry, of the Wyoming, bush go home, invalided, on board the latter vessel, and Leastenant Commander Bishop, formerly exacutive officer of the Wyeming, good hame an board of her as pressage.

Acting Mastere George Willett, have been supported for the Myeming, good hame an board of her as pressage.

Acting Mastere George Willett, have been supported from the Monocacy to the Wachusett, of which vessel and tompander R. F. Gibbs, of Crass, who was among those barried on
the last commander J. W. Philips, formerly accutive
efficer of the Wachusett, has been transferred to the
Recoultive officership of the flagship Harttord. Lieutenant Commander J. W. Philips, formerly accutive
efficer of the Wachusett, has been transferred from the Review of the Martiner.

At uson on Wednesday last, the 18th inst., the Wachusest, the first homeward bruind ressel of the Asiatis
squadrup, passed guit to see on the register and the continued of the State
and the Branch of the Wachusett of the Martiner Commander George E. Beikkenp as commanding the
Hartford.

At uson on Wednesday last, the 18th inst., the Wachusest, the first homeward bruind ressel of the Asiatis
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DR. LIVINGSTONE.

In He Alivet-Later Mail Advices from Af-rica-Negro Reports and Their Value. New York, Dec. 27, 1867.

TO THE EDITOR OF THE HERALD:of Dr. Lavingstone. The last news through the English press from Zanzibar has caused an additional interest in the fate of the great traveller. I myself knew Dr. Livingstone personally—knew him in Africa, and am deeply interested in everything relating to him. My long residence in Zanzibar and the parts of Africa has long residence in Zanzibar and other parts of Africa has given me an opportunity of judging somewhat correctly of the character and credibility of the natives from whom the reports of his safety come.

I have before me a letter, received this day from fanzibar, giving, in almost the same language of Dr. Krk's letters, recently published in the newspapers, an account letters, recently published in the newspapers, an account of a white man seen is the interior of Africa out of the track of the ivory and slave caravans. My correspondent gives the additional information that the negroes described cloths which Dr. Livingstone took with him from Zanzihar for presents and for the purchase of supplies, and that he had two or three attendants who spoke the Ki Sushili language, with the "Nyassa" accent. The reason given by the people of this caravan for not bringing letters from the white man is that another caravan, commanded by a Balouch, left for the coast about the sme time, and expected to arrive at the coast first; that the white man, because this Balouch knew the English Consul at Zanzibar, gave him tetters for Zanzibar. Into second caravan was, by the report of the first one, detained on the route to dispose of beads and powder, and would arrive at Kowley within a mouth. If this caravan brings letters from Dr. Livingstone of course all doubt as to his being alive will be set at rest, and a sheat of joy will go up from every admirer of Livingstone. Let us hope for his safety and success.

Those who know the negro of the interior of Africa well will receive any stories from them with caution, long before a caravan reaches the coast the negro from the interior learns that the "mizungu" or wilte men of Zanzibar are anxious for news of the white man in the interior, and he knows that any good news brought will insure hum presents of far more value than when bringing bad news. The negro is meentive and imaginative. During ny stay in Zanzibar while Burton and Speke, the famed travellers in Africa, were on their journeys, many caravans arrived from the interior, and almost every one of them would bring some report of having metale but by and by letters from Burton or Speke, insentive and imaginative. During ny stay in Zanzibar who letters from Burton or Speke himself would show him to have been far distant from the reported locality. Nothing could be learned of their whereabouts or

Yet it their tale be faise it will and but one more to the numerous faise reports brought by people who seek to bring good news merely for the gain to them from the lineality of the anxious friends of travellers, and will no doubt cause them to believe that Dr. Livingstone has been added to the past victims of African treachers who have commenced their explorations and travels from that very port—namely, Ruscher, Baron von der Decken and others.

MASSACHUSETTS.

SPECIAL CORRESPONDENCE OF THE HERALD. The Withdrawal of the Cunard Steamer The New American Steamship Company-New York and Boston Rivals-Massachu-sette Legislature. Bostox, Dec. 25, 1867.

content for the form counted last door a pipe the gians, and and down their fosses or entered their rich and a strong is the hands of any pipe the pipe their responsible that the precision and any of the strong countered that the precision and any of the strong countered that the precision and any of the strong countered that the precision and any of the strong countered that the precision and any of the strong countered that the precision and any of the strong countered to the pipe that the precision and from the precision and from the precision and from the precision and the prec how the Rostonians will manage to make such a line pay if the Liverpool managers cannot do: to the company are sanguino of diverting all the Western produce intended for export from New York to Boston, and inasmach as the same men who are preminent in this enterprise have always been foremost in multiplying the railroad facilities between the West and, Roston, it is simost certain that their expectations concerning the success of the steamship company are based chiefly upon shipments of Western produce. It will be seen, therefore, than New York and Boston rivalry in this particular will depend upon the facilities for shipment between Albany and New York and Albany and Roston. The present facilities of which New York can beast are the Hudeon river, and the Hudeon River and Harlem Rattroads and there is talk, it is said, of another railway on the other side of the Hudeon. Boston's present means of communication are chiefly the Boston and Albany Railroad, and a still more circuitous and equally mountainous route via Saratega and Rutland, Vermont Central, &c. These are the only available routes now, but when the hole is bored through Hoosic mountain, and when the Boston, Hartford had Eric line is completed, then—but not until them—can Boston hope to become anything like a dangerous rival to. New York in soliciting the produce of the West for foreign shipment. It is not impossible that Cunard and Vanderbilt nave standed these facts. If they have and there is a united action on their part, the Bostonians will display wisdom and save money by an early and permanent withdrawai from the contest.

The Legislature will assemble in the newly renovated State House on Beacon Hill next Wednesday, and already there is a lively canvass for presiding and other offices facts. If they have and there is a united action on their part, the Bostonians will display wisdom and save money by an early and permanent withdrawai from the contest.

The Legislature will assemble in the newly renovated State House on Beacon Hill next Wednesday,

UNITED STATES SUPREME COURT.

to the Courts to Expound Them. Except in Cases of Political Questions-Power of Con-

action is brought to determine certain questions under the treaty with the Choctaw Nation of Indiane made in the treaty with the Choctaw Nation of Indiane made in September, 1830. By the third article of the treaty the Choctaw ceded to the United States the entire country it owns and possesses east of the Mississippi river, and by the fourteenth article, each Choctaw head of a family being desirous to remain and become a entire of the United States shall be permitted to do so, by signifying the intention to the agent within six months of the ratification of the treaty, and such person is thereupon sutitled to a reservation of one section of air hundred and forty acros of land, and in like manner is entitled to one-half that quantity for each unmarried child thing with him or her own ten years of age, and a quarter section to any such child as may be under ten years of age—all to adjoin the location of the parent. A grant was to issue in case such parties remained on the lands for five years after the ratification of the treaty, intending to become citizens of the United States. William Hall, whe was a Chectaw head of a family, in December, 1834, entered into an agreement of sale with Wilson of lands located by him, binding himself to make good the title as coon as he obtained it from the government. Subsequently, in 1836, Hall secented a deed for the land, with warranty of title, and received \$750 as consideration. Wilson then took possession, which he has maintained until now. In June, 1841, a patent was issued declaring Hall to be entitled, out of the lands excel, te three sections and a half, and designating it as the land which "has been located in favor of William Hall as his reserve—it does not extend to families had tout received their reservations, Congress, in March, 1837, appointed by an act commissioners to assert this the names of the parties, and of the women, and children under ten years of age. In August, 1842, the names of the parties and their shirten having been registered by the commissioners is liked by the call-dren of Hall, who aver that by the daath of their father so mash of the land as belonge

CANADA.

SPECIAL CORRESPONDENCE OF THE HERALD.

Opening of the Legislatures of the Provinces of Ontario and Quebec-The Governments of These Provinces-Deliberate Murder.

provinces of Ontario and Quebec were simultaneously opened at Toronto and Quebec with the usual formal-The government of the province of Onfario is:-Lieute-

nant Governor, General Stisted; Hon J. S. Macdonald, Attorney General; Hon. M. C. Cameron, Secretary and Treasurer; Hon. John Carling, Minister of Agriculture; Hon. Stephen Richards, Commissioner of Crown Lands Hop, E. B. Wood, Treasurer.

Sir N. F. Beileau; Hon. P. J. O. Chameau, Secretary and Minister of Agriculture; Hon. G. Ouimet, Attorney Gen-eral; Hon. C. Durkin, Treasurer; Hon. O. Beaublese,

erai; Hon, C. Durkin, Treasurer; Hon. O. Beaublese, Commissioner of Crown Lands; Hon. Louis Archambeault, Commissioner of Public Works; Hon. G. Irvine, Solicitor General.

It is believed that a government delegation will have to visit England during the recess of the federal Parliament on business connected with the Intercolonial Railroad and the northwest extension of the Dominion. It is likely Mr. McDougail will be one of the delegates in this mission to England.

The City Council of this city appear to be seized with an extravagant whim, they desiring to borrow, on the credit of the city, \$5,000,000, wherewith to make various improvements. Among the items is one to build a City Ball at a cost of \$250,000, and another to make a Central Park at a cost of \$350,000, yet the Council cannot meet their bonds.

A soldier of the One Hundredth regiment (the so-called Canadian regiment), was deliberately murdered by a comrade in this city the other day. The following are the particulars:—

Between eight and nine o'clock last night a fearful

Canadian regiment), was deliberately murdered by a comrade in this city the other day. The following are the particulars:

Between eight and nine o'clock last night a fearful murder was committed in the above barracks, a soldier named James Campbell being shot in cold blood by a brother soldier named George Wilson. They are not supposed to have any long outstanding cause of disagreement, and the sad occurrence rose simply from the drunken fury of Wilson, who, as well as Campbell, had been dricking in the canteen all day. During the evening they quaraited upon personal matters, and Wilson declared that he "would have it out with Campbell having gone to his barrack-room, went to bed. Wilson then managed to secrete a cartridge from his cartridge-box, and when unobserved to load his rife with it. While handing the rille he made pretence that it was "dented," and that that was the reason he had it in his hand. In a very few minutes a report was heard in Campbell's room, and on the room being entered, he had just time to exclaim, "Oh. God, I'm shel!" when he expired. Wilson was immediately secured and lodged in the Central police station. In was found that Wilson had discharged his rife at Campbell as he was lying on the bed. and that the bail had passed completely through his body, from back to breast, and wounding one of his hands in its progress. The body of the unfortunate deceased was handed over to Coroner Jones, and an inquest will be held this morning at the General Hospital at nine of clock.

NEW JERSEY.

Newnrk.

ALLEGED ABORTON. -On Friday last the County Physi-

PIRE IN THE HOWERY. - About half-past five o'clock last night a fire broke out in the clothing store of Jacob Elias No. 346% Bowery, corner of Great Jones street, and pefore the flames were extinguished the stock was mostly desiroyed. Mr. Elias estimates his stock as worth \$17,000, on which he has an insurance of \$14,000 as follows:—Mechanics', \$4,000; Merchanis', \$2,500; Commonwealth, \$2,500, and Baltic, \$2,500. The upper part of the building is occupied by J. Jewell as a dwelling. His furniture is damaged by smoke. No insurance. Several very valuable birds were sufficiented. No. 346 is occupied by W. B. Bange as a dwelling and millinery store. Damage by smoke and water about \$150. Insured for \$2,500 in the Atha Insurance Company, of Hartford. The building is leased by William R. Roberts, and is insured by him for \$2,500. Damage about \$500.

Another First in the Bowert.—Between seven and eight o'clock on Sunday night a fire broke out in the mostly destroyed. Mr. Elias estimates his stock as

eight o'clock on Sunday night a fire broke out in the basement of No. 3551/4 Bowery, occupied by Olechiffer tures are damaged to the extent of \$400 or \$500, and is said to be insured. The premises had not been closed more than half an bour when the fire was discovered. The building is owned by Mr. J. Adrian; it is damaged about \$500, and is insured. The first floor is occupied by J. w. Gallagher, leather and findings. Some slight damage has been done to the stock by smoke.

FIRE IN EAST THIRTIETH STREET, -Shortly before seven o'clock last night a fire occurred in the bathing Goobing. It originated in one of the bathing rooms from some cause at present unknown. Damage about \$100. some came at present this dechanics and Traders' losur-ance Company. The business is carried on under the firm name of J. H. Piehl & Co. The building is owned by the ename of J. L. Pinckney. It is damaged about \$50, and is insured.

Powers and Districts.—Intelligence comes to us from all parts of the country to the effect that there are a great many poor who have no work and need assistance. Business is more or less depressed; there is but a slight demand for labor; propisions and wrating apparel are held at such prices as to drain the pockets of those more able, and all seems to tend as a barrier to these poor unfortunates. In the South the present low price of cotton, the enhanced cost of its cultivation, the impost tar of two and a half per cent and the high rate of interest charged on borrowed capital, have left a large number of planters pennites. In portions of Arkansas, Louissana and Missusippi, thousands of negroes are now out of employment and will be soon left in a starving condition, and the dreadful accompaniments of famine soom up big is the future. As this state of things is mainly owing to the Northern radicies, it is suggested that they send a few political "tracts" down to appears some of the wretchedness caused by their agitation and "philanthropp."—Sacannak Neier and Heraid.

MAILS FOR THE PACIFIC.

The mails for Central America and the South Pacific

The NEW YORK HERALD-Edition for the Pacificbe ready at half-past also in the morning. Single copies, in wrappers, for malling, six sects.

MAILS FOR EUROPE.

on Wednesday for Liverpool.

The maile for Europa will close in this city at a quarter past one and balf-past five o'clock on Tuesday

ready at haif-past ten e'clock in the morning.
Single copies, in wrappers, ready for mailing, six

SHIPPING NEWS.

Almanae for New York-This Day.

Sun sets...... 7 24 | Mean sets.....eve 9 17 Sun sets...... 4 41 | High water....eve 1 30

PORT OF NEW YORK, DECEMBER 29, 1867.

ARRIVALE REPORTED BY THE HERALD STRAN VACUUTS.
Steamship Nightingale, Breaker, New Orleans Dec 21,
with make and passengeca, to C H Mallory & Co. Han Ns
gales mont of the passace.

with mise and passengers, to C H Mailory à Go. Han Nit gales most of the passengers, to C H Mailory à Go. Han Nit gales most of the passengers, to Reamship Marmion, Faireloth, Savannah, with rodge and passengers, to Wheeler à Linnard. When the miles to the northward of Cape Lookout were signalled by bark Dunkeld (Br., from Holyhead for Wilmington, NC, 75 days out, short of provisions; supplied the same. Steamship Saratoga, King, Norfolk, &c., with midee and passengers to N L McGready & Co.

Steamship Saratoga, King, Norfolk, &c., with midee and passengers to N L McGready & Co.

Steamship Aussinet, Keily, New Bedford, with midee and passengers, to Ferguson & Wood.

Bark Atalanta (Brem), Hogemann, Bremen, 40 days, with midee and 125 passengers, to order. Came the southern passage, and had fine weather.

Bark Star King, Anderson, Malega Now 3, with midee, to James Henry. Dec 20, lat 45 12, lon 73, had a burricane from NW, which lasted 24 hous; has had a continuation of westerly rales the entire passage. Now 20, lat 24 25, lon 45 16, spoke steamship Silver River (Br.), from Glasgow for Buenos Ayres: Dec 26, lat 28 57, lon 75 dil, brig B Inginac, hence for Port an Prince.

Bark Rendeer (of New Haven), Wellington, Barbados, 15 days, with molesses, to H Trowbridge's Sons.

Brig Jarien (Norl. Andersen, Klo Janeiro, 50 days, with coffee, to Napler & Welsford. Had beavy weather north of Bernmida lout fore and main topasilis, the Ji sat anchor on the bar.

Brig Iris (Br.), Simmons, St Thomas, 16 days, to ballast,

il the passage. Schr E J Palmer (of Baltimore), Smoot, Demarara Dec L with sugar, to A Abbott, Sailed in company with brig hesapeake, for Baltimore.

Schr E J Falmer (of Bailtmore), Smoot, Demarara Derg Lawith sugar, to A abbott, Sailed in company with brig Chesspeake, for Baltimore, Schr James (Br.) Sanford, Cornwallis, NS, 18 days, with plaster, to H J DeWolf & Co.
Schr Jing Daugmer, Bowker, Norfolk, Schr Joseph & Franklin, Randolph, Virginia, Schr Joseph & Franklin, Randolph, Virginia, Schr Jose Dayton, Lockwood, Virginia for New Haven.
Schr Jose Dayton, Lockwood, Virginia for New Haven.
Schr Schan Arabell, Hyland, Virginia for New Haven.
Schr Stana, Jameson, Harvey, Virginia for New Haven.
Schr Triden, Jameson, Baltimore for Salem.
Schr Schan, Walen, Ferth Amboy for PembrokaSchr Leda, Jones, Ellsworth, 15 days.
Schr Ellen K Conton, Edy, Ellsworth, 18 days.
Schr Ellen K Conton, Edy, Ellsworth, 18 days.
Schr Ellen K Conton, Schr, Ellsworth, Schr John Taylor, Smith, Portland, Schr Schr Schr Schr Schr, Oldins, Boston, Schr Glen May, Widey, Boston for Virginia,
Schr Engerton, Thomas, Boston for Charleston,
Schr Jda, Pellam, Providence
Schr Jimouse, Williams, Providence for Rappahannock
River.
Schr Emma O Curtis, Peters, Providence for Baltimore.

Schr Timouse, Williams, Providence for Rappahannock River.
Schr Emma O Curtia, Peters. Providence for Baltimore.
Schr Emma O Curtia, Peters. Providence for Jersey City.
Schr Schwan, Hall. Providence for Elizabethport.
Schr Schwan, Steel, Providence for Elizabethport.
Schr Statun, Smith, Newport.
Schr Triton, Smith, Newport.
Schr Anten E Martin, Johnson, Newport for Philadelubia,
Schr Thos Fitch. Pettigrew. New London.
Schr Ghaden, Wanwright, New Haven.
Schr Hattes S Collina, Hill, New Haven.
Schr Hudson, Doyle, New Haven.
Schr Hudson, Joyle, New Haven.
Schr Edward Linsley, Mills. New Haven.
Schr Edward Linsley, Mills. New Haven.
Schr Wm Sampson, Courby, New Haven for Philadelphia.
Schr Wm Sampson, Courby, New Haven for Philadelphia.
Schr Vankee Boy, Reeves, New Haven for Port Johnson.
Schr Largaret Kennedy, Kelly, New Haven to Elizabethformarch Kennedy, Muste

bethport.

schr Desgon, Riblo, Mystic.

Schr Zesor, Riblo, Mystic.

Schr Zesor, Philips, Bridgeport.

Schr Surprise. Elizworth. Bridgeport.

Schr A Wateweil, Murphy, Northport.

Schr Elimirs, Haroid, Glen Cove.

Schr Bimirs, Haroid, Glen Cove.

Schr Warren. Warren, Oyster Bay.

Bieamer United States, Davis, Fall River,

Steamer Osprey. Kenney, Providence.

BELOW.

Ship Christel, Bremen

To Owners and Mayrers or Vessels.—The Greenport (Li) Watchman of the 28th inst says a patition is in circulation to concress for the erection of a substantial and permanent beacon on the dangerous sand bar lying off the entrance to reconic Bay known as Long Beach Bar. At the present time, and for many years past, the only means of denoting the channel past said bar has been a spar buoy, which is often overflowed by the strong tide setting past that point, and nearly every winter is carried away altogether by Goating ice. During the year 1866 there were 133 licensed vessels engaged in the consting trade and fishing business from that district, beside 34 sail of undecked boats employed in the Menhaden datery, and about 60 other smaller vessels not licensed—all of which are constantly energed 21 man and 18 said to the said Peconic Bay; that by reason of the deep water and good anchorage afforded by the harbor of the profit of the man good anchorage afforded by the harbor of the profit of the said boat harbor; that for the safety of the large class, and the said harbor; that for the safety of the large fleet of vessels owned on ar navigating Peconic Bay, as well as of cinera that casually enter it a vecsor on said bar to greatly needed; that for the watery of the large fleet of vessels of the sainded on said harbor; that for the waters, that it is a dangerous and expeed point, which hundreds of vessels have to pass each year, and that the interest of commence and of the large and increasing class engaged in the navigation of Feconic Bay demand the erection of a suitable beacon on Long Beach Bar.

Spoken.

Ship Rival, Doane, from Shields' for Calcutta, Dec 4, lat Foreign Ports.

Ship Rival, Doane, from Shields for Calcutta, Dec 4, lat 4 26 N. len 7 10 W.

Barrados, Dec 18—No American vessel in port.

Barrados, Dec 18—No American Principe, Griggs, do; Mith. bark Lookout, Pord. Rie Janeire for Baitumere, short of provisions (and sailed 18th.) schr Mary Patten, Cummings, Bangor, Sin, bark Eliza Harss, Frith, New York, leaky.

Desmarad, Dec 19—In port brigs Favorite, Duell, from Barbados, for NYork 18th. Hattle Eaton, Brown, for Baltimore, 20th.; N Stowers, French, for NYork 20th.; Stowers, French, for NYOrk 20th.; schr 2 F Auger, Aldrick, for NYork 18th. Hattle Eaton, Brown, for Baltimore, 20th.; Notwers, French, 1907.

Sailed 12th. brig Chesapeake, Wilson, Baltimore; also, previous to 12th. bark Delaware, White, Baltimore, Havasa, Dec 12—Arrived, schrs Annie A. Rich, Lewis, Boston, Lottle, Henly, Jacksonville; 28th. bark Annie Troop (Br).

Sailed 20th. brigs Chara Brown, Brown, Boston; Havana, Benns, New York, 18th, schamma, Nyork, Sailed 20th. brigs Chara Brown, Brown, Boston; Havana, Ringston, Ja, Dec 10—Arrived, schrs Sibil (Br), Almeidy, Philadeiphia, Charles McCarty, McCarty, NYork (and sailed 18th for Philadeiphia, Drobably via an out port).

Sailed Dec 18. brigs Dominion (Br), White, and Madonia (Br), Johnson, Trou NYork, Botch, For do day, Boomerang Br), Allen, for Fhiladeiphia, Charles, Bock, Nork, In port Dec 18. brigs Dominion, Br), Work, Markellon, Bronne, (P) Pensacola.

Orogro, Dec 9—Arrived, brig Aroostook, Bryan, Nyork, Orogro, Dec 9—Arrived, brig Aroostook, Bryan, Nyork, Dominion, Chr, White, and Madonia (Br), Johnson, Trou Nyork, Botc OPORTO, Dec 9-Arrived, brig Aroostook, Bryant, NYork.

Orogto, Dec 9-Arrived, brig Aroostook, Bryan, NYerk,
Assertens Ports.

ROSTON, Dec 28, AM-Arrived, ship New Zealand, Whitfield, Calcutta: trigs Jane (Br), Boyt, Oape Haytien: I W
Braco, Easton, Goognewer, SC: echrs C: M Aswood, Barross, Georges River, Ya; I L. Pierce, Pierce, and Freddie
Waller, Aswood, Tangier, Neilie C. Paine, Doans, Philadeiphia; Chars, Eston, Hoboksn; Joseph, McCarty, Rondout;
Piol, Nash; Ella, Packard, and Vickburg, Philadry, New
York, Below schrs L O O Wishars, from Charleston, F A
Heath, and De aware.

Also arrived, schre Gen Marion, and Cabot, NYork.
Cleared-Stamer George Appold, Howes, Baltimore: ship
Allice Bail, Co.son, St. Thomas' brigs Oaroline (Br), Surgess, do; M. Louise Miller, Rich, Havans; eshr Lens Hunter, Ferry, Philadelphia.

29th-Arrived, steamer Wm Kennedy, Baltimore; ship
James Cheston, Trapand; bark T R Patillo, Havans; brigs
Tubal Chai, Marseilies; Cyclone, Baltimore; schr Heans,
Hoboken.

CHARLE-TON, Dec 26-Arrived, brig Tangent, Rich,

NYOTE via Newport, Ri; sohr J W Whitehouse, Jones, HaSalled-Brigs Galileo (Sp), Vela, Barcelona; Alert (Sr),
Newell, St John, NB; sohr Wide Werld, Hildreth, New
York,
20th-Salled, steamship Saragosea, Crowell, NYOTE,
FORTRESS MONROE, Dec ET-The revenue cutter Nemaha, Gwalain Sanda arrived here this attennon from Annapolis. She reports speaking tha following vessels. In the
bay bound to Baltimore—Brigs Jane (Br.), from Percambuco: Prestissima, Mountain Eagle, Caroline Eddy, all from
Navasas: schrz Lucy Walexander (Br.), from Inagua; Neptimes, flucksport for Baltimore Fassed out the Capea, only
Timour, from Baltimore for London, bark Industry, for
Bremeh, and brig Caroline. The weather here is very mild
and beautiful; the thermometer ranges among the fiftee,
with pleasant breeses from the southward.

GALVESTON, Des B-Arrived, achr Hearr F Squire,
Park, Boston. GALVESTON, Dec 10—Arrived, soft Heary waquire, Plak, Soston.

Bist—Cleared, bark G W Rossvell, Harriman, NYerk, GHORGETOWN, SC, Dec 20—Arrived, ear Mary Johnson, Cematock, St Thomas for Wilmington, SC, put in in cleared 71st, schre Carrie S Webb, Withington, and Obartotte Pish Strone, New York, 33d, brig Abby Thatter, Lane, Marunique; safer July Fourth, Shaw, St Thomas GLOUCESTER, Dec 35—Arrived, bris Protate, Dristo Wyork for Perisand.

York.
PHILADELPHIA. Dec 28, AM-Arrived. schr P A Graw,
PHILADELPHIA. Dec 28, AM-Arrived. schr P A Graw,
Blake, Boston. Below, brig J B Kirby, from Orchilla; schre
Minule Repplier, from Barbados; Daugtiess, from Porte Liwzs, Dec 25. 6 PM—Brig Ida M Comery, from Turks; Islands for Philadelphia, arrived at the Breakwaize to-day. Bark Resultss, for Demarara, went to sea this morning. FORTLAND, Dec 27—Arrived, steamship Hibernian (Br), Brown, Liverpool vis Londouderry; brig Geo Ames, Ward, Philadelphia; schr Eve May, Richards, de. SAYANNAH. Dec 24—Cleared, ship Nautilus. Huger, Liverpool; bark Kaie Darton, Slocum, do: schrs Neille May, Hutchina, do; J B Knowles, Sout, Fernandina. 25th—Arrived, ships Wisconsin (Br). Colefield, Liverpool; Howard (Br), Roberts, Havana; Abby Ryerson (Br), Denis, Antwerp; schr Buena Vista Kempton, Nyork. 26th—Cleared, ship Molocka, Hawthorne, Lverpool; schre Enchantress, Blatchford, Nyork, Angie Amesbury, Boeton. 29th—Arrived, steamship Thames, and Cleopatra, New York.
Sailed—Steamship Huntsville, Nyork; schr Wetzler, Sa

York: Sailed-Steamship Huntsville, NYork; schr Weizler, St Catherines. MISCELLANEOUS. No. 1 COFFEE COFFEE POR THE YEAR'S YEAR'S YEAR'S YEAR'S YEAR'S YEAR'S YEAR'S YEAR'S GREAT AMERICAN TEA COMPANY ARE NOW SUPPLYING THEIR OUSTOMERS.
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No. 260 FULTON STREET, Brooklyn.

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CaltD.

As will be seen by the above notice, I have the sole and archiaive right to draw the Shelby College Lotter; on and after January I. 1868. The same will be managed and conducted after the above date in the name of France, Smith & JAS, 3. SMITH.